

FORM 128
1-60

PREVIOUS
EDITION

Approved For Release 2002/10/25 : CIA-RDP74B00836R000100040127-6

MSG 9-65

DATE

TOP SECRET

ROUTING

1	Idea	9	DDRT
2	"	10	/
3	DFA	11	
4	DDSa	12	
5	MD	13	
6	CC	14	
7	ES	15	
8	RB	16	

TO :

FROM :

ACTION:

INFO :

IN 63528

OSA 1-20

TO

INFO

CITE

25X1 - TOP SECRET 271022Z CITE

25X1

25X1 PRIORITY

1. FIRST DAYS ACTIVITY BY TEAM INDICATES THE FOLLOWING:

A. THE ENGINE WAS NOT ROTATING AT IMPACT. STOPPAGE WAS DUE TO TURBINE BLADE ENTANGLEMENT WHICH IS ATTRIBUTED AT THIS POINT TO FAILURE OF FOUR NBR ONE DISC CHRISTMAS THREE BLADE SECTIONS ALLOWING RELEASE OF 5 FIRST STAGE TURBINE BLADES. THERE IS NO EVIDENCE OF COMPRESSOR DAMAGE OTHER THAN THAT ASSOCIATED WITH IMPACT.

B. PILOTS EJECTION APPEARS TO HAVE BEEN NORMAL EXCEPT THAT IT WAS ACCOMPLISHED AT A VERY LOW ALTITUDE. (APPROX 300 FT) THERE IS NO EVIDENCE THAT EJECTION WAS THROUGH CANOPY OR THAT PILOT COLLIDED WITH CANOPY AFTER EJECTION. EYE WITNESS WHO THOUGHT HE SAW PILOT IMPACT CANOPY WAS UNDOUBTEDLY MISLED DUE TO HIS POSITION WHICH WAS IN LINE WITH FLT PATH.

TOP SECRET

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GROUP 1
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25X1 PAGE 2 CITE [] T O P S E C R E T IN 63528

25X1 2. THIS IS SECOND FAILURE OF A CONVERTED J-75-P-17
ENG IN THE IDEALIST PROGRAM AND COULD BE RELATED TO THE
FIRST STAGE TURBINE BLADE SHROUD SHINGLING PROBLEM (LAST
25X1 OCCURED WITH [] IN APRIL 1965) IT IS QUITE POSSIBLE
THIS TYPE FAILURE IS ASSOCIATED ONLY WITH THOSE FORMER
-17 ENGINES USED IN F-106 PROGRAM. RECOMMEND THAT ACFT
HAVING J-75-P-17 CONVERSION ENGINES INSTALLED BE GROUNDED
UNTIL FURTHER INVESTIGATION ESTABLISHES EXACT CAUSE OF
FAILURE. ALL OTHER ENGINES SHOULD BE INSPECTED FOR SHINGLING
AFTER EACH 15 HRS OF FLT VICE CURRENT 25 HR PROCEDURE UNTIL
COMPLETION OF INVESTIGATION. [] DO NOT HAVE
-17 CONVERSIONS INSTALLED.

T O P S E C R E T TOR 271212Z JUN 66

T O P S E C R E T